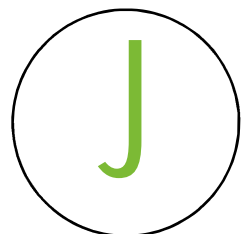


# appendix

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## Transportation Technical Memorandum

April 30, 2004



## Technical Memorandum

# Downtown Transportation and Parking Management Strategy

Prepared by:  
**Hall Planning & Engineering**  
April 30, 2004

Downtown Transportation and Parking Management Strategy 04.30.04  
Fayetteville, Arkansas  
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Page 2 of 35

## BACKGROUND

In advance of the January 2004 Downtown Master Plan Charrette, a series of meetings were held to gather background information for the planning effort and to review issues currently affecting Downtown Fayetteville. Selected summary statements regarding those meetings are listed below, followed by a description of key Downtown transportation issues.

The top issues raised by many of the groups and individuals interviewed in Fayetteville included parking, walkable street design, and quality of life and economic vitality.

## PARKING

The campus/town edge creates a parking problem, since the University of Arkansas' campus parking is tightly regulated and no strategic policy is apparent to coordinate City parking enforcement at the campus edge. Regarding Downtown, citizens and city staff are interested in parking supply to match new growth demand. Many feel parking is generally available a short distance from Downtown destinations, just not adjacent to the Downtown Square. Downtown churches are acquiring additional parking spaces by purchasing available land Downtown for relatively low cost. The church parking is primarily surface lots.

## WALKABLE STREETS

Most interviewees understand the needs of pedestrians in an urban setting. Pedestrian and motor vehicle circulation is key to economic vitality. Many expressed that vehicular travel speeds on streets are too fast to encourage walking. One-way streets encourage higher speeds. In general, speeds must be managed more rigorously, especially within areas designated as pedestrian emphasis areas. Concern for lost parking exists if two-way streets are reestablished on existing one-way streets. Transit is largely University based and serves the Downtown on its eastern campus edge. Greater city/campus coordination would facilitate both transit and walking.

## QUALITY OF LIFE & ECONOMIC VITALITY

This concept was most frequently expressed as a sense of safety, comfort, and variety in daily life experience. Lower traffic speeds, quiet nighttime periods, proper citizen behavior and cultural opportunities all contribute to quality of life in the community. Continued success with Dickson Street and an enlivened Downtown are key goals for Fayetteville. A compact, mixed use, urban environment is seen as very competitive with other economic centers in the region. The Fayetteville experience offers greater variety and interest than any other area and is thus a strong competitor. Transportation issues of accessibility, parking and circulation are key to this success.

From these discussions and a preliminary study of field conditions, the following issues appear important to the success of improving all modes of transportation Downtown:

#### **Parking**

1. Parking seems to be generally available but there are not a high number of spaces adjacent to Downtown destinations.
2. New parking must match new land use patterns and intensity determined during and after the Charrette.
3. On-street parking should increase where greater activity is planned.
4. Management of parking with optimal cost profile and continued enforcement is recommended.
5. Shared parking facilities between church/office, school/church, office/residential should be planned to maintain compactness and efficiency.

#### **Walkable Streets**

6. Walkability of Downtown must be comprehensively visualized.
7. Walkability planning and implementation must be staged into phases.
8. Decide which modes of transportation are desired along each roadway in Downtown.
9. Traffic speeds must reflect the desired land use and mobility vision.
10. Circulation can be improved and a managed speed achieved for motor vehicle traffic.
11. Major traffic corridors need rehabilitation.
12. One-way streets must be addressed.
13. Drainage is a major cost factor in street redevelopment projects.
14. Curb extensions should be reevaluated.
15. Street standards should be functionally based, by modal emphasis, i.e. walking, biking, vehicle emphasis.
16. Firm definitions, based on street function, should be adopted into the Unified Development Code.

#### **Quality of Life & Economic Vitality**

17. All transportation strategies must be subordinate to the urban design objectives for Downtown.
18. Access to Downtown for business and cultural activities must be maintained and enhanced in a balanced way, in harmony with community character.
19. Reduced vehicle speed is key to achieving a balanced quality of life Downtown.

Other background review included a thorough review of the City of Fayetteville 2003 *City-Wide Traffic and Transportation Study*. The study sets forth a very good operational analysis for vehicular mobility throughout the City. However, other modes, although covered, were treated as secondary and appear to be less important than motor vehicle transportation. The pedestrian and walkability must always be included when thinking about transportation.

Specific areas where the Downtown Master Plan reflects a priority for pedestrian movement (and bike and transit modes) should be very clearly mapped and adopted as pedestrian districts/zones. In doing so, urban planning and design can influence multi-modal transportation design, including strategies for pedestrian designed streets, alleys, parking, transit and bikeway facilities. In short, the transportation design should be subordinate to urban design in Downtown.

## **PARKING**

Fayetteville currently has two parking districts – Off-Street Parking Development District No. 1 and Dickson Street Central Improvement District No. 1 – enabled to plan, design, and build off-street parking structures to serve Downtown needs. These existing organizations have an excellent opportunity for coordination with new building projects throughout Downtown. New parking structures in walkable communities have evolved to a higher level of design based on the fundamental needs of pedestrians.

Older parking structures with bays exposed to the street are known to be less friendly for pedestrians forced to walk adjacent to these less than pleasing vistas. Nowadays, multipurpose buildings routinely line parking structures at the level of the street and upper stories. This yields a more pleasing pedestrian environment. The rising costs of land and construction provide additional incentives to create mixed-use structures of higher value.

#### **NEW OFF-STREET PARKING**

Both field review and charrette discussions lead to recommendations for a major parking structure to be located at the southwest corner of Dickson Street and West Avenue. Anticipated users of this parking structure include Walton Arts Center patrons, students parking to attend classes, and visitors to commercial establishments along Dickson Street. The emerging businesses along Spring Street, west of West Avenue would also benefit significantly from the presence of this new parking structure. Approximately 1200 spaces are planned for this mixed-use facility. A police substation would be an excellent component of the mixed-use building, thereby providing additional bicycle patrol resources for the emerging Cultural and Entertainment Overlay District. The Downtown Master Plan identifies several possible future locations for structured parking, both in the short term and long term.

#### **PARKING MANAGEMENT**

The parking systems within downtown Fayetteville can be optimized with a combination of pricing structure and parking duration allowed. Where retail establishments, including restaurants, are desired as part of the mix of Downtown uses, metered parking duration should be less and hourly parking rates should be moderate to high. Off-street structured parking should be correspondingly lower in cost and higher in duration.

Regarding the type of parking to be provided, on-street, parallel parking is the most pedestrian-friendly form of downtown parking. On-street parking provides direct access to adjacent commercial establishments and provides a traffic calming effect on urban streets. It is strongly recommended that a new joint procedure be established between police and fire personnel to coordinate enforcement of parking regulations. If emergency personnel become aware of illegally parked vehicles, they should immediately report such occurrences to police personnel for ticketing or removal.

Surface parking lots, while they provide low cost vehicle storage, are detrimental to the walkability of downtown streets. The long-term goal of urban development should be to transform all sizable surface lots to structured parking or infill development.

Residential on-street parking in walkable communities can be overtaken by those visiting adjacent uses. For example, restaurant patrons and/or university students will park on the street in front of residential units located near mixed use areas. This is a universal issue in great places (New Orleans, Miami's South Beach, London, etc.) and is one of the costs of living in a more vibrant, walkable neighborhood. Fortunately these conflicts can be resolved through ordinances that limit outside use of needed residential parking space. Parking prohibition can vary, by time of day, based on an appropriate blend of residential needs and outside user needs. The most common arrangement is residential reservation of the space at night and visitor by day. Stickers or other indicators are usually issued to residents. Enforcement and towing is essential for these policies to be effective. Monitoring and discussion with neighborhood groups is the best way to gather information regarding the need for residential parking regulations.

## STREET CONCEPTS

Two major design concepts emerged from the Charrette and preliminary analysis: Great Streets and the One-Way Reversions to Two-Way Streets.

### GREAT STREETS

Transportation facilities and systems provide excellent tools to support the future vision for Downtown Fayetteville, as set by the community. Many components of the urban fabric, including transportation, combine to yield that special "sense of place" – that qualitative sense of comfort and value one feels in a given urban setting. The street is central to this experience as it forms the public realm within which we move, live and play out our daily lives.

Pedestrians are especially sensitive to the quality of public space, since they move through it without the usual protection afforded by home or auto. This protection/separation from the outdoor environment, experienced by auto occupants, is often viewed as the safe mode of travel – an antidote to the gamble of experiencing the frequently harsh urban environment. The downside is the limited potential for healthy exercise, interaction with friends, enjoyment of nature, freedom from parking and other benefits central to the pedestrian experience.

Travelers with a choice of riding or walking therefore must have an excellent "street" experience to encourage them to venture forth from modern automotive comfort. Captive walkers, those unable to afford a car, although less sensitive to street walkability, deserve the best experience the public can provide. Walkers at the workplace can accomplish many daily tasks on foot if the setting and scale are right. The classic walk to work is rare today and is considered icing on the cake for walkable communities; i.e. the last component to evolve for mature pedestrian places.

*What factors contribute to an excellent pedestrian experience? Observations and design know-how suggest the following prioritized features, listed in reverse order.*

10. Narrower Streets
9. Street Trees
8. Lower Traffic Volumes
7. Sidewalks
6. Interconnected Streets
5. On-street Parking
4. Lower Traffic Speeds
3. Mixed Land Use

2. Buildings Fronting the Street
1. Small Block Size

These parameters have proven themselves successful in the field. When a majority of these are combined in one location, pedestrians are routinely seen. Fayetteville's walkable streets are no exception to this experience. Therefore, these concepts are applied to support walkability Downtown.

### SIDEWALKS

Sidewalks and their width must be effectively controlled through municipal codes and ordinances to achieve high quality walkability. Within the Downtown District, sidewalks on both sides of each street (excluding Alleys and Lanes) should be the default. Justification should be submitted for an exception if absolutely necessary. Sidewalk width should vary by transect zone with wider sidewalks at the Regional Core and narrower sidewalks at the Neighborhood Conservation. The following chart shows the range of appropriate dimensions.

Land Use Type	NEIGHBORHOOD CONSERVATION	DOWNTOWN GENERAL	MAIN STREET/ CENTER	REGIONAL CORE
Mixed Use	n.a.	8 to 10 feet *	8 to 14 feet **	14 to 24+ feet ***
Residential	5 to 8 feet	6 to 8 feet	n.a.	n.a.

\* Pedestrian Clear Path = min. 6 ft.

\*\* Pedestrian Clear Path = min. 8 ft.

\*\*\* Pedestrian Clear Path = min. 10 ft.

The minimum dimension for Neighborhood Conservation conditions, is established at 5 feet to allow two individuals to stroll and hold a conversation as they walk side by side. Larger dimensions are specified to manage higher pedestrian volumes; eventually for two persons, side by side, to pass others walking in the opposite direction. A clear path dimension is required to avoid street furniture, utility poles and other objects placed within the sidewalk.

### ONE-WAY STREET REVERSIONS

Reversion to two-way traffic is proposed for many one-way streets in Downtown. As stated above, managed motor vehicles speeds are essential to pedestrian comfort and safety. Historically two-way streets have slower traffic speeds than one-way streets, therefore all one-way streets within the Downtown study area were reviewed to determine the feasibility of one-way operation reverting to two-way operation. It was determined that the Downtown Square benefited from the one-way operation in a counterclockwise direction, similar to that of a roundabout or traffic circle. All other one way streets in the study area were studied to determine if sufficient streetwidth exists to continue parking at least one side of streets turned back to two-way operation. With only three exceptions, all current one way streets can revert to two-way operation. Few remaining one way streets are listed below:

*Watson Street* – West Avenue to St. Charles Avenue, has a 30ft. right of way and 22ft. of pavement, thus requiring one-way operation.

*Church Avenue* – Spring Street to Dickson Street, has a 40ft. right-of-way and 24ft. of pavement, thus making two-way operation with parking unfeasible.

*Locust Avenue* – Center Street to Spring Street, also has a 40ft. right-of-way and 24ft. of pavement.

Church Avenue and Locust Avenue should be monitored to determine when sufficient funds are available to reconstruct the existing curb line to allow redesign as an ST 40 parking on one side and two 10 foot lanes.

Spring Street, Block Avenue and East Avenue should be returned to two-way operation at the earliest opportunity.

#### **Restriping**

Areas designated for increased walkability should have streets narrowed as economically as possible. Striping of new, on-street parking is one primary tool to achieve this. Most curb lines can remain. In outlying approach streets, some speed reduction is mandatory as the area transitions from rural to suburban to urban.

#### **Reconstruction**

Streets with existing pavement widths that vary substantially from the recommendations should be reconstructed to achieve the specified design speeds of 25 or 30 mph, thus yielding greater pedestrian comfort. Reconstruction projects to achieve two-way operation should begin simultaneously, near the Downtown Square and the intersection of West Avenue and Dickson Street. These areas currently have the highest walkability and this behavior should be reinforced. Pedestrian-friendly speeds are very important for the prime Downtown streets. Narrow lane widths, on-street parking, street trees and other streetscape features will further enhance the walkable environment near the square. The key streets of Mountain and Center Streets and East and Block Avenues surrounding the Downtown Square should be reconstructed or restriped to provide 10-foot travel lanes. These will result in slower driving speeds than are currently encouraged by the wider lanes. Parallel parking spaces, where delineated, will be eight feet wide. Note that all measurements are to the curb face, not to the pavement's edge with the gutter pan or the back of curb.

### **STREET DEFINITIONS**

Contemporary street design is, by definition, primarily focused on motor vehicle mobility and avoidance of its opposite condition, congestion. New definitions are required to provide design guidance in utilizing the other modes of walking, bicycling and transit to increase available mobility options. Walkable thoroughfares are defined with the primary purpose of serving pedestrian mobility and, to the extent this function is not impaired, to also serve motor vehicle mobility.

Pedestrians flourish where vehicle speeds are lower, thus greater mobility is encouraged through design speeds that range from 15 to 30 miles per hour. With the stated functional emphasis on pedestrian mobility, design speed becomes the controlling design consideration over vehicular volume. In contrast, contemporary transportation planning determines roadway width based on estimates of future vehicle demand.

Thoroughfares in walkable districts are built to either two lane or (in some instances) four lane widths. Higher demand is handled by an increase in number of streets and reliance on walking, biking and transit to help satisfy future travel needs. On-street parking and sidewalks are the standard, not the exception. Landscaping, building frontage, drainage and parking intensity all depend on area context of adjacent land use.

These functionally classified thoroughfares, serving pedestrians, are in contrast to the roadway functional classifications defined in contemporary design manuals. Manuals such as the AASHTO "Green Book," (*A Policy on Geometric Design of Highways and Streets*, Washington, D.C.) define Arterial, Collector or Local Streets. These facilities, by definition, are established to primarily serve motor vehicle mobility. The definitions below have pedestrian mobility as their primary function. They are intended to augment, not replace, the current set of functionally classified streets to facilitate planning and design of highly walkable streets. In addition, designers of pedestrian streets are less likely to encounter liability issues if the purpose and function of the walkable streets are clearly stated. The street's stated function guides the design of each street element.

#### **THOROUGHFARE DEFINITIONS**

**Lane** – A traditional, walkable thoroughfare serving the pedestrian mobility and access needs at the rear of residential units in other than the town center. Other functions include trash removal and utility service. Utilities are usually placed in lanes. Drainage runs to swales with grass strips at the edges of the travel way. Pavement is generally 9 to 12 feet wide with two way "yield street" traffic flow at 10 to 15 mph. Windows facing the lane are essential to security. Garage apartments help provide this added security.

**Alley** – A traditional, pedestrian scale thoroughfare serving working functions of loading, service and employee pedestrian access at the rear of commercial buildings. Utilities are usually placed in alleys. Ornamentation is minimal to reduce costs. Subsurface drainage allows full pavement from wall to wall. Windows must open to alleys to provide higher security.

**Road** – A general traditional thoroughfare at the edge of a community or in a rural setting. Typically, parking is not adjacent to the travel way and curbs are rare; storm water drains to a swale.

**Street** – A general, traditional thoroughfare serving pedestrian mobility, with two or four travel lanes and parking generally on one or two sides.

**Main Street** – A traditional thoroughfare with features that encourage pedestrian movement, serving a compact mix of land uses, potentially including retail, office and residential. Main Streets have parallel parking on both sides and, where the uses are more compact and activity is more intense, angle (or diagonal) parking is specified.

**Boulevard** – A principle traditional thoroughfare designed to encourage pedestrian mobility while traversing a community. Boulevards have multiple adjacent land uses. They generally have center medians, street trees, sidewalks and parallel parking. Where higher traffic volumes occur, Multi-way Boulevards are specified with center travel lanes, adjacent medians and lower speed, outside access lanes. The outer lanes and medians are pedestrian friendly and the center lanes serve motor vehicle mobility.

Concept drawings of these streets, shown in the following Street Sections, illustrate how key elements are assembled. Both cross section and plan views are presented.

#### LANDSCAPE AND LIGHTING

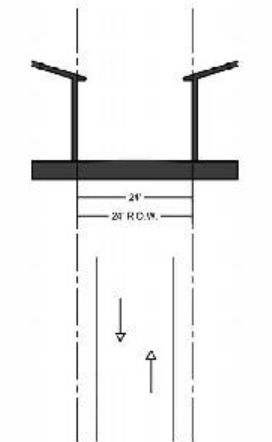
Street trees and lighting are two of the critical elements found in great street designs. They should not be viewed as “amenities” that may or may not be added, like accessories on a new car. For walkable streets, pedestrian comfort is essential, thus, these features must be included and should be in the design budgets.

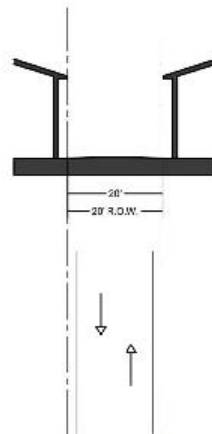
Street trees provide cool shade, comforting enclosure, aesthetic beauty and other benefits to the streetscape. Spacing varies with the adjacent context or transect zone, from 30 to 40 feet on centers. As shown in the drawings, trees on general streets are planted in grass planting strips. Main Streets and Boulevards, especially in the Core and Center zones, have tree wells in the sidewalks to accommodate the higher number of pedestrians likely to walk in these areas.

Similarly, street lighting should be comforting to pedestrians. Lighting should be decorative, and not exceeding 15 feet in height except in Core zones. Lighting should be designed so as to minimize glare and overhead sky glow. For example, typical “Cobra Lights” found on arterial roadsides are not appropriate for pedestrian friendly streets.

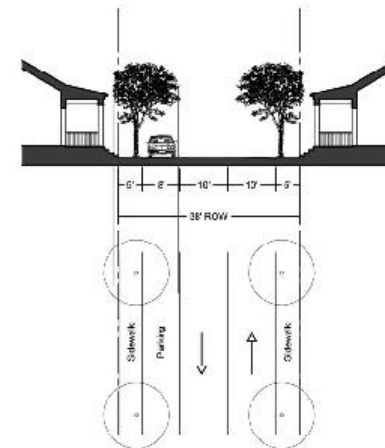
#### STREET SECTIONS

The following street sections should be enforced Downtown, adopted in the City of Fayetteville Unified Development Code under the proposed Downtown District ordinance and included in the Fayetteville General Plan 2020: Master Street Plan. The Thoroughfare Atlas should be adopted as well, defining the specific locations of street sections for Downtown.

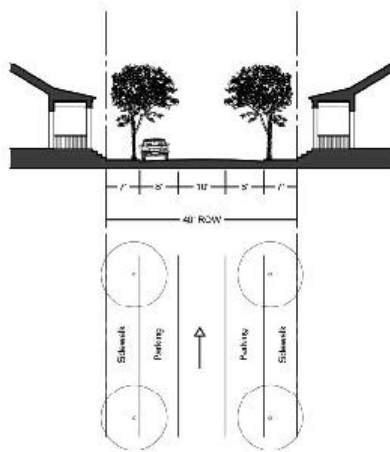




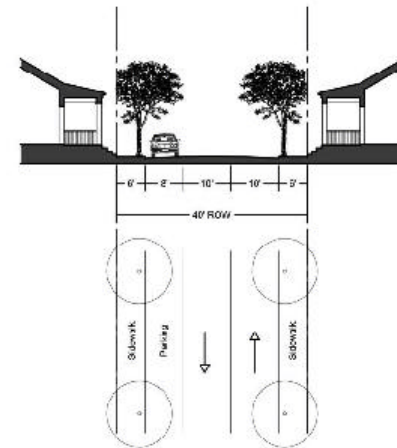
Lane (LA 20)  
 Lane = Residential Rear Access



STREET (ST 38 8/10/10)  
 Street = 2 Lane, Urban (typical)

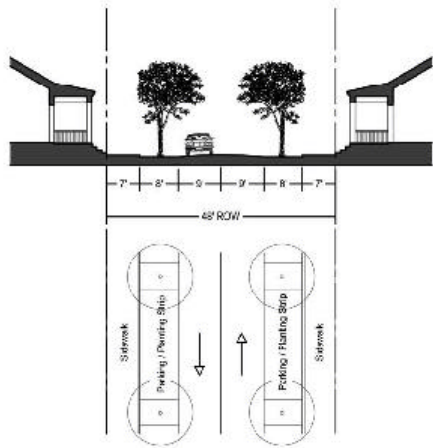


One-Way STREET (ST 40 8/10/8)  
 Street = 2 Lane, Urban (typical)

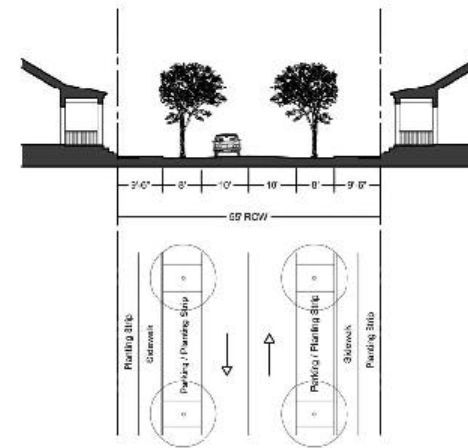


STREET (ST 40 8/10/10)  
 Street = 2 Lane, Urban (typical)

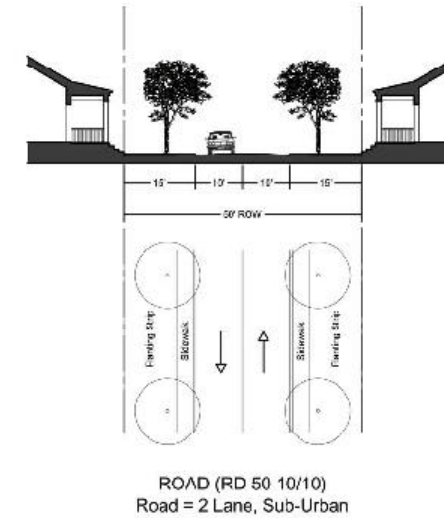
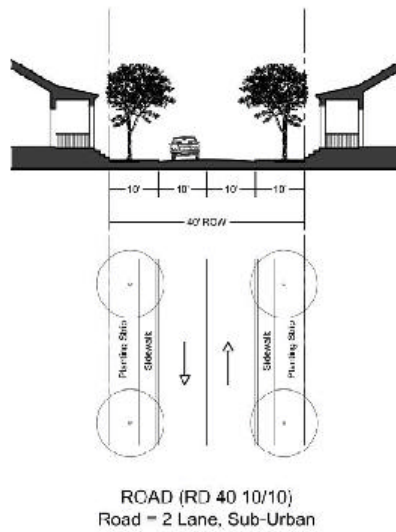


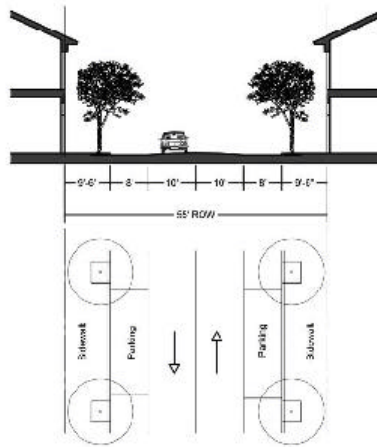


STREET (ST 48 8/9/9/8)  
 Street = 2 Lane, Urban

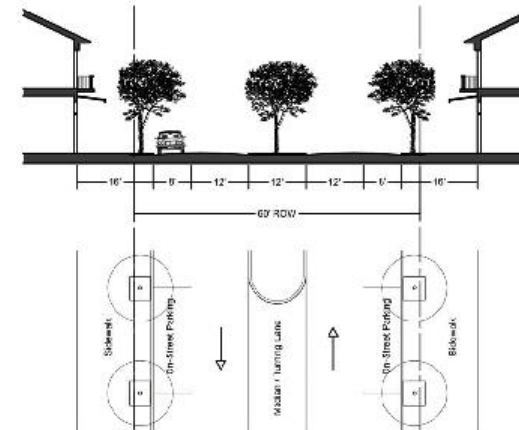


STREET (ST 55 8/10/10/8)  
 Street = 2 Lane, Urban

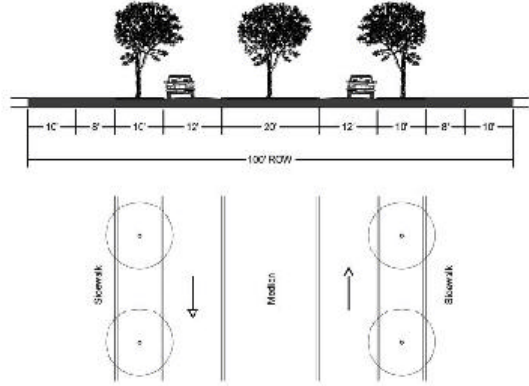




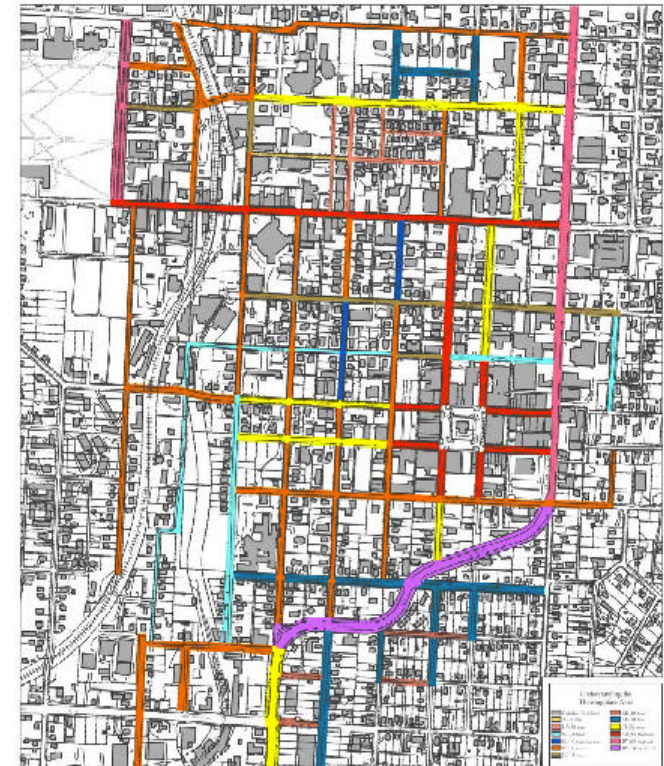
MAIN STREET (MS 55 8/10/10/8)  
 Street = 2 Lane, Urban



BOULEVARD (BV 60 8/12/12/8)  
 Street = 3 Lane, Urban



BOULEVARD (BV 100 12/20/12)  
 Street = 2 Lane, Urban



Thoroughfare Atlas

## TRANSFORMING DOWNTOWN CORRIDORS: COLLEGE AVENUE AND ARCHIBALD YELL BOULEVARD

During the long era of motor vehicle dominance, College Avenue and Archibald Yell Boulevard, were allowed to grow in width and speed to the point of severing the neighborhoods they traverse in Downtown Fayetteville. Walking across or near these streets is highly uncomfortable. Sidewalks are inadequate and free flow vehicle speeds were observed in the 40+ miles per hour range. First, key entryway locations and Downtown sections of College Avenue (US 71B) are in need of major renovation. Our recommendation is to improve College Avenue first and Archibald Yell second.

### COLLEGE AVENUE

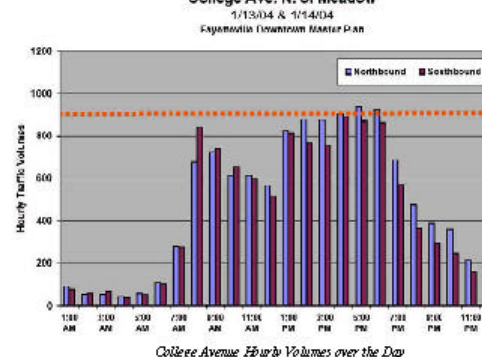


*College Avenue- existing conditions*

Although street widening may have been helpful for a period before Interstate 540 provided a bypass for this section of US 71B, the present four lane section is not the optimal street design for current or future needs. As shown on the following page, peak hour traffic is only able to take advantage of half of the roadway capacity in the weekday afternoon period.

Part of the reason for lower hourly volumes in the peak periods is the high left turn demand. The tight four lane section (four 10 foot lanes) loses much of the inside lane capacity as traffic queues there for left turn movements. Thus, only the outside lane has traffic that approaches urban lane capacity values in the 800 to 900 vehicle per hour range.

### College Ave. N. of Meadow



#### Recommended Concept:

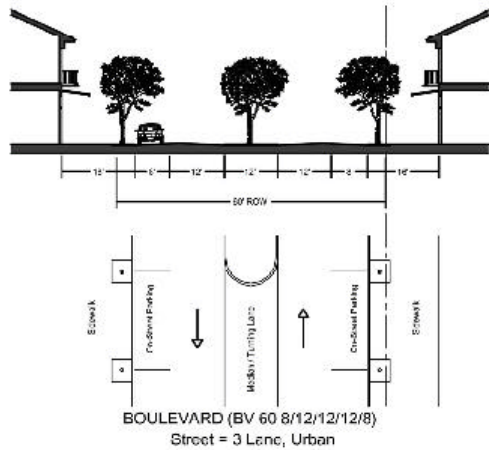
During the charrette, a three lane street section was developed which allows for an exclusive auxiliary turn lane in the northbound and southbound directions, thus achieving peak hour flow similar to that of the existing, four lane street configuration. The fine grain street network in downtown yields a small block size, a highly prized quality of most walkable towns. This classic urban design pattern helps manage traffic speed to a reasonable level, thus increasing pedestrian comfort. Small block size also contributes to a reduction in left turn demand at any one intersection, since the turns are spread over more streets.



*Downtown Fayetteville Street grid*



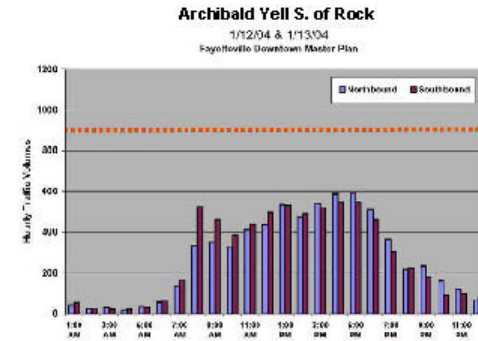
Street cross sections for College Avenue include ample sidewalks to comfortably serve pedestrian movement between the increasing variety of uses downtown. Building frontages are pulled up to the sidewalk, street trees are added and parallel parking is reintroduced. The center lane's function will alternate between left turn storage and median.



Typical Street Cross-Section for College Avenue

#### ARCHIBALD YELL BOULEVARD (U.S. 71B)

Archibald Yell winds its way up the hill to Rock Street from the highway 71B intersection with School Street. The current roadway was envisioned and built as a free flow, general highway design. Four lanes and a center turn lane are flanked by wide rights of way and sidewalks without buildings to help define the street frontage. Free flow speeds are in excess of 40 miles per hour, a speed far above the comfort level of most pedestrians and neighbors. Current traffic levels for each hour of the day are shown below. Capacities are limited by intersections and other conditions upstream and downstream of this count location just south of Rock Street. Cross sections show the proposed conversion from five lane to three lane design.



Archibald Yell Boulevard Hourly Volumes over the Day

As with College Avenue, traffic relief provided by Interstate 540 relieves U.S. 71B of the need to carry the longest regional trips. Current traffic is less than the full capacity of the existing design. Walkability is deemed a desirable quality for this neighborhood and a strong purpose for this street. Therefore, the three lane cross section proposed in the Street Sections is an excellent balance between pedestrian and motor vehicle mobility.

## Appendix: Conceptual Downtown Parking Supply and Demand Analysis

### CONCEPTUAL ESTIMATES OF PARKING DEMAND

Estimates of future added downtown Fayetteville parking demand were prepared to assist in shaping parking strategy. The focus of these estimates is the Transect Zone "Main Street/Center", as new buildings in the "Regional Core", "Downtown General", and "Neighborhood Conservation" zones can be expected to address parking demand by supplying on-site, off-street parking. Based on the analysis, approximately **5,500** additional parking spaces will be needed in the Main Street/Center Transect Zone to accommodate future Master Plan buildings.

#### Procedure

Proposed new buildings within the "Main Street/Center" Transect Zone were identified from the Fayetteville Downtown Illustrative Master Plan. These buildings were then measured to determine approximate ground floor area. Ground floor area was multiplied by the expected number of floors in each structure to approximate total floor area.

Parking need was estimated using a ratio of 1 parking space per 500 square feet (According to the proposed Downtown District Unified Development Code parking standards "the number of parking spaces provided for new commercial uses shall be no less than 1 space per 1,000 square feet of gross floor area, and shall not exceed 1 space per 300 square feet of gross floor area").

To show future added parking demand for homogeneous areas, the overall Main Street/Center was subdivided into Sub-districts A, B and C, as follows:

#### *Sub-district A*

Sub-district A is comprised of 26 blocks in the northeastern portion of Downtown Fayetteville, bounded generally by Maple Street to the north, the study area boundary to the east, Rock Street to the south, and Church Avenue to the west. This sub-district includes the downtown core, and is the area with the largest and tallest buildings. Future added parking demand within this area is estimated to be **4,100** parking spaces.

#### *Sub-district B*

Sub-district B is comprised of 11 blocks, located in the northwestern portion of Downtown Fayetteville. This sub-district is bounded generally by Lafayette Street to the north, Rollston Street to the east, Meadow Street to the south, and Arkansas Street to the west. Future added parking demand within this area is estimated to be **1,100** parking spaces.

#### *Sub-district C*

Sub-district C is comprised of portions of 5 blocks in the southern portion of Downtown Fayetteville, located at the intersections of Archibald Yell Avenue with School Street and Locust Street. Future added parking demand in this sub-district is estimated to be **300** parking spaces.

DOWNTOWN MASTER PLAN  
 Fayetteville, Arkansas  
 CONCEPTUAL PARKING DEMAND ANALYSIS - MAIN STREET/CENTER DISTRICT

Block	Land Use Assumption	Ground Floor (sq.in)	Ground Floor (sq.ft)	# Floors Assumed	Total Floor Area	Parking Spaces Needed (@1/500sf/gfa)
9	Mixed Use Building	0.020	10,000	4	40,000	80
	Mixed Use Building	0.020	10,000	4	40,000	80
	Mixed Use Building	0.020	10,000	4	40,000	80
	Mixed Use Building	0.010	5,000	4	20,000	40
						280
10	Mixed Use Building	0.080	40,000	4	160,000	320
	Mixed Use Building	0.010	5,000	4	20,000	40
						360
11	Mixed Use Building	0.100	50,000	4	200,000	400
	Mixed Use Building	0.050	25,000	4	100,000	200
						600
12	Mixed Use Building	0.070	35,000	4	140,000	280
	Mixed Use Building	0.010	5,000	4	20,000	40
	Mixed Use Building	0.010	5,000	4	20,000	40
						360
13	Movie Theater	0.180	90,000	1	90,000	180
16	Mixed Use Building	0.040	20,000	2	40,000	80
21	Pkg Structure w/ Liner	0.020	10,000	3	30,000	60
22	Pkg Structure	0.000	0	2	0	0
23	Mixed Use Building	0.020	10,000	3	30,000	60
	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.030	15,000	3	45,000	90
						180
24	No new buildings	0.000	0	2	0	0
26	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.020	10,000	3	30,000	60
	Mixed Use Building	0.010	5,000	3	15,000	30
						120
27	Mixed Use Building	0.020	10,000	3	30,000	60

28	Mixed Use Building	0.010	5,000	2	10,000	20
29	Pkg Structure w/ Liner	0.020	10,000	3	30,000	60
	Mixed Use Building	0.020	10,000	2	20,000	40
	Mixed Use Building	0.010	5,000	2	10,000	20
						120
30	Arts Center Extension	0.130	65,000	3	195,000	390
	Mixed Use Building	0.010	5,000	2	10,000	20
	Mixed Use Building	0.020	10,000	2	20,000	40
	Mixed Use Building	0.010	5,000	2	10,000	20
						470
31	Mixed Use Building	0.010	5,000	2	10,000	20
33	Mixed Use Building	0.020	10,000	3	30,000	60
	Mixed Use Building	0.030	15,000	3	45,000	90
	Mixed Use Building	0.090	45,000	3	135,000	270
	Mixed Use Building	0.020	10,000	3	30,000	60
						480
34	Mixed Use Building	0.030	15,000	3	45,000	90
	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.010	5,000	3	15,000	30
						150
35	Mixed Use Building	0.130	65,000	2	130,000	260
	Mixed Use Building	0.005	2,500	2	5,000	10
						270
36	No new buildings	0.000	0	2	0	0
37	Mixed Use Building	0.010	5,000	2	10,000	20
38	Mixed Use Building	0.020	10,000	2	20,000	40
	Mixed Use Building	0.020	10,000	2	20,000	40
						80
39	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.003	1,500	3	4,500	9
						69
40	Mixed Use Building	0.010	5,000	3	15,000	30
44	Mixed Use Building	0.030	15,000	3	45,000	90
51	Pkg Structure w/ Liner	0.020	10,000	3	30,000	60



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52	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.005	2,500	3	7,500	15
						45
53	No new buildings	0.000	0	0	0	0
56	Mountain Inn	0.050	25,000	12	300,000	600
57	Town Square	0.000	0	0	0	0
58	Mixed Use Building	0.060	30,000	3	90,000	180
68	No new buildings	0.000	0	0	0	0
69	No new buildings	0.000	0	0	0	0
70	No new buildings	0.000	0	0	0	0
73	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.007	3,500	3	10,500	21
	Mixed Use Building	0.005	2,500	3	7,500	15
						66
74	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.010	5,000	3	15,000	30
						60
75	Mixed Use Building	0.030	15,000	3	45,000	90
80	Mixed Use Building	0.020	10,000	2	20,000	40
81	Mixed Use Building	0.020	10,000	2	20,000	40
85	Mixed Use Building	0.020	10,000	2	20,000	40
86	Mixed Use Building	0.020	10,000	2	20,000	40
	Mixed Use Building	0.040	20,000	2	40,000	80
						120
89	Mixed Use Building	0.020	10,000	2	20,000	40
	TOTAL ESTIMATED PARKING NEED (spaces)					5,480
						5,500

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DOWNTOWN MASTER PLAN  
Fayetteville, Arkansas  
CONCEPTUAL PARKING DEMAND ANALYSIS - MAIN STREET/CENTER DISTRICT  
District A

Block	Land Use Assumption	Ground Floor (sq.in)	Ground Floor (sq.ft)	# Floors Assumed	Total Floor Area	Parking Spaces Needed (@1/500sf/gla)
9	Mixed Use Building	0.020	10,000	4	40,000	80
	Mixed Use Building	0.020	10,000	4	40,000	80
	Mixed Use Building	0.020	10,000	4	40,000	80
	Mixed Use Building	0.010	5,000	4	20,000	40
						280
10	Mixed Use Building	0.080	40,000	4	160,000	320
	Mixed Use Building	0.010	5,000	4	20,000	40
						360
11	Mixed Use Building	0.100	50,000	4	200,000	400
	Mixed Use Building	0.050	25,000	4	100,000	200
						600
12	Mixed Use Building	0.070	35,000	4	140,000	280
	Mixed Use Building	0.010	5,000	4	20,000	40
	Mixed Use Building	0.010	5,000	4	20,000	40
						360
13	Movie Theater	0.180	90,000	1	90,000	180
16	Mixed Use Building	0.040	20,000	2	40,000	80
33	Mixed Use Building	0.020	10,000	3	30,000	60
	Mixed Use Building	0.030	15,000	3	45,000	90
	Mixed Use Building	0.090	45,000	3	135,000	270
	Mixed Use Building	0.020	10,000	3	30,000	60
						480
34	Mixed Use Building	0.030	15,000	3	45,000	90
	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.010	5,000	3	15,000	30
						150
35	Mixed Use Building	0.130	65,000	2	130,000	260
	Mixed Use Building	0.005	2,500	2	5,000	10
						270
36	No new buildings	0.000	0	2	0	0
37	Mixed Use Building	0.010	5,000	2	10,000	20

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38	Mixed Use Building	0.020	10,000	2	20,000	40
	Mixed Use Building	0.020	10,000	2	20,000	40
						80
39	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.003	1,500	3	4,500	9
						69
40	Mixed Use Building	0.010	5,000	3	15,000	30
51	Pkg Structure w Liner	0.020	10,000	3	30,000	60
52	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.005	2,500	3	7,500	15
						45
53	No new buildings	0.000	0	0	0	0
56	Mountain Inn	0.050	25,000	12	300,000	600
57	Town Square	0.000	0	0	0	0
58	Mixed Use Building	0.060	30,000	3	90,000	180
68	No new buildings	0.000	0	0	0	0
69	No new buildings	0.000	0	0	0	0
70	No new buildings	0.000	0	0	0	0
73	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.007	3,500	3	10,500	21
	Mixed Use Building	0.005	2,500	3	7,500	15
						66
74	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.010	5,000	3	15,000	30
						60
75	Mixed Use Building	0.030	15,000	3	45,000	90
TOTAL ESTIMATED PARKING NEED (spaces)						4,060
						4,100

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 CONCEPTUAL PARKING DEMAND ANALYSIS - MAIN STREET/CENTER DISTRICT  
 District B

Block	Land Use Assumption	Ground Floor (sq.in)	Ground Floor (sq.ft)	# Floors Assumed	Total Floor Area	Parking Spaces Needed (@1/500sf/gla)
21	Pkg Structure w Liner	0.020	10,000	3	30,000	60
22	Pkg Structure	0.000	0	2	0	0
23	Mixed Use Building	0.020	10,000	3	30,000	60
	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.030	15,000	3	45,000	90
						180
24	No new buildings	0.000	0	2	0	0
26	Mixed Use Building	0.010	5,000	3	15,000	30
	Mixed Use Building	0.020	10,000	3	30,000	60
	Mixed Use Building	0.010	5,000	3	15,000	30
						120
27	Mixed Use Building	0.020	10,000	3	30,000	60
28	Mixed Use Building	0.010	5,000	2	10,000	20
29	Pkg Structure w Liner	0.020	10,000	3	30,000	60
	Mixed Use Building	0.020	10,000	2	20,000	40
	Mixed Use Building	0.010	5,000	2	10,000	20
						120
30	Arts Center Extension	0.130	65,000	3	195,000	390
	Mixed Use Building	0.010	5,000	2	10,000	20
	Mixed Use Building	0.020	10,000	2	20,000	40
	Mixed Use Building	0.010	5,000	2	10,000	20
						470
31	Mixed Use Building	0.010	5,000	2	10,000	20
44	Mixed Use Building	0.030	15,000	3	45,000	90
TOTAL ESTIMATED PARKING NEED (spaces)						1,140
						1,100

DOWNTOWN MASTER PLAN  
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 CONCEPTUAL PARKING DEMAND ANALYSIS - MAIN STREET/CENTER DISTRICT  
 District C

Block	Land Use Assumption	Ground Floor (sq.in)	Ground Floor (sq.ft)	# Floors Assumed	Total Floor Area	Parking Spaces Needed (@1/500sf/gfa)
80	Mixed Use Building	0.020	10,000	2	20,000	40
81	Mixed Use Building	0.020	10,000	2	20,000	40
85	Mixed Use Building	0.020	10,000	2	20,000	40
86	Mixed Use Building	0.020	10,000	2	20,000	40
	Mixed Use Building	0.040	20,000	2	40,000	80
						120
89	Mixed Use Building	0.020	10,000	2	20,000	40
	TOTAL ESTIMATED PARKING NEED (spaces)					280
						300